DEWAN: Yes, the necessity is admitted, the point is to find money.

129. Needs of the Parur taluk.

MR. K. PARAMESVARAN PILLAI (*Parur taluk*): said that Parur taluk was very backward in means of communication, there being only a total length of 37 miles of road while the area of the taluk was 113·43 square miles. The progress of any place depended on the facilities of communication; and the want of means of communication in the taluk was a bar to its natural development. The question of improving the means of communication in the taluk should therefore engage the earnest attention of the Government. The following roads were among the urgent public works of the taluk :—

(*1*) *The Parur-Kuriyapalli road.* The need for making this road fit for traffic had been pressed at successive sessions of the Assembly. As a village road, it was badly maintained. During rainy weather, people, especially school-going children, were undergoing great hardship in using this road. Provision had been made in the budget for 1105 for this road, but the work was not commenced and the amount lapsed. The work should not be put off further.

(*2*) *The Munambam road.* This was a road taking off from the Parur—Kuriyapilli road. All the culverts and bridges on this road were badly damaged and unfit for traffic. This road also should be improved at an early date.

(*3*) *The Edapalli—Arakkalkadavu road.* The total length of this road was only 21 furlongs and the land required for it had been surrendered by the people. The portion of this road falling within the Cochin State had already been opened. The portion falling within this State also should be completed.

(*4*) *The Ezhikkara—Kadakkara road.* The people of Kadakkara had no proper access to the Parur road. They were using the bunds of the Pokkalipadam as a pathway. But these were under water during part of the year and the people were put to much inconvenience. This road was absolutely necessary and should be opened. If a cart road could not be opened, at least a village road should be constructed at an early date.

(*5*) *The Parur—Kaitaram road* was another road urgently required. There was a sandy pathway in the place but it was unfit for traffic. Its total length was only 3 miles. It should be made into a road fit for traffic.

(*6*) *The Alwaye College—Tirumuppam road.* This was a village road not fit for cart traffic. In some places it was wide enough for a crat road and in others, it was not and the people were willing to surrender he lands recquired. Thisroad should be made fit for cart traffic.

(*7*) *The Parur-Chakkarakadavu road.* This was an incomplete road and should be completed without delay. The money already spent would be a waste if the road was not completed early.

(*8*) *The Kottapuram,—Koonammavu road.* The total length of this road was only 3½ miles of which a length of 1 mile was fit for cart

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traffic. The people were willing to surrender the land required for converting the remaining portion into a cart road. The work should be taken in hand and finished early.

The Moolekadavu and the Paliyatturuttu bridges were in a very damaged condition and accidents were common. These were much frequented and absolutely necessary for the local inhabitants. These should be reconstructed at an early date.

The Kottuchirapadam bridge was another imperative need and it had been pressed at several sessions of the Assembly. The estimate had been prepared but the work was not actually commenced. It should be taken in hand early.

A bridge across the Alwaye river was an indispensable thing. The students of the Alwaye town and others were put to much inconvenience owing to the absence of a bridge at Alwaye. Through traffic to Parur and Cochin was also hampered. Temporary approach roads were constructed every year during the hot season and a large amount was spent for this purpose. A permanent bridge would do away with the need for this expenditure and in a short time the amount spent could be realised by levying a toll.

A bridge at the Cheriyapilli crossing was indispensable. The bridge should be taken up along with the improvement of the Parur-Edapalli road already in progress. Pending construction of a bridge, the introduction of a *junghar* service might be sanctioned. There was already a *junghar* unused, at the ferry.

Parur taluk was an agricultural taluk. But the crops were damaged during times of flood owing to the absence of proper drainage channels. Four such channels at least should be constructed from the western bund of the Bund pakuthi towards the east and sluices should be provided at their end to prevent the flow of brackish water.

The Kala *todu* should be widened and deepened and connected with the Kundekavu *todu*. This canal would prevent the stagnation of contaminated water and thereby improve the health and sanitation of the town.

The building of the V. M. school for boys at Parur was in a dilapidated condition. Correspondence had been going on for the past three years for the construction of the building, but the work was not actually commenced. The building was in a dangerous condition and a new building should therefore be put up without further delay.

A *satram* at Parur was a desideratum. This was the chief reason why very few officers visited the taluk. There was also no place of refuge during times of flood. The old civil jail building could with some slight improvement be converted into a *satram*.

Puthenchira was surrounded by the Cochin territory and was in an isolated part of the Parur taluk. This was practically neglected. There were no public institutions except a Pakuthi Cutcherry, a Police outpost and an Excise *Chowkey*. Parur was 16 miles away and

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the inhabitants of Puthenchira were not in any way benefited by the schools, hospitals, and other institutions there. An English middle school and a dispensary should be opened there and a few public wells sunk.

The inhabitants of Munambam were put to much hardship due to absence of pure water. The place was thickly populated and adjoined the sea and backwater. A few public wells should be sunk there for the use of the Arayas.

The Pullankulam tank should be restored. At the last session when the same subject was pressed by the Municipal member, he was told that the work should be attended to by the Municipality and that the Government would lend the amount required for the purpose. The finances of the Municipality were poor and therefore the Government themselves should take up the work.

The Pandakasala *kadavu* was a much used landing place. There was no other convenient public landing place in the town. It should therefore be improved and a boat jetty constructed there.

Owing to the frequent floods in the Periyar river, the inhabitants of Parur were put to much hardship and loss. The people affected used to take shelter in the town at these times. As a relief measure, a portion of the rent received from the British Government under the Periyar lease should be set apart as a reserve fund to help these refugees. During times of flood, this fund might be placed at the disposal of the flood relief committees.

DEWAN'S REPLY: I shall first deal with the roads you mentioned, Mr. Paramesvaran Pillai.

The Parur-Kuriyapalli road has been pending for a long time, and it has to lie over again for want of funds.

The District Road Board has not included the Parur-Munambam road in its list.

The Edapilli-Arakkalkadavu road is admitted by the District Road Board to be necessary. Two alternative routes have been suggested by the local inhabitants and these are being considered. Written statements have to be taken from those who have agreed to surrender the required lands free of cost.

The Ezhikkara-Kadakkara road or the Parur Chattanad road is being improved bit by bit as funds are available.

The Parur-Kaitaram road has to be investigated.

The Alwaye College-Tirumuppam road is a village road, and it has a maintenance grant of Rs. 20 per mile. It is kept in as good a condition as possible with the sanctioned grant.

MEMBER: But, for the last so many years, there has been no maintenance work whatever done on the road.

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DEWAN : I shall enquire into that.

The Parur-Chakkarakadavu road is being improved, and the work is nearing completion.

As for the Kottapuram-Koonammavu road, otherwise known as the Sri Chitra Tirunal road, an estimate for opening the road has been sanctioned on the distinct understanding that the lands required will be surrendered free of compensation; and as soon as the amount required for payment of land compensation has been deposited as undertaken by the *Desabhivardhini Sangham*, the work will be pushed on.

Then, as regards bridges, the first two *viz.*, the Moolekadavu and Paliatturuttu bridges, will be referred to the Road Board for consideration.

An estimate for the Kottuchirapadam bridge has been sanctioned and it is awaiting execution for want of funds.

The Alwaye bridge is under consideration.

The Chôriyapalli bridge was considered by the District Road Board and omitted from their priority list.

The culverts on the Parur-Kuriyapilli road have been provided for in the estimate for the construction of the road, but their construction has to lie over.

Then, as regards the drainage channels, those in the Bund pakuthi need investigation.

It has been decided that the maintenance of the Kala *todu* must be undertaken by the Municipal Council. Its extension will be investigated by the Public Works Department.

The construction of a building for the vernacular middle school for boys has been sanctioned; but, again, it has to wait for want of funds.

It is admitted that there is necessity for a *satram* at Parur, but here too there is the money difficulty.

The opening of a full-time dispensary has been recommended at Puthenchira. The opening of new dispensaries has been, however, put off till finances improve.

If application is received for the opening of an English middle school at Puthenchira under private management, it will be given due consideration.

The Public Works Department has taken up the repair of a tank at Puthenchira; and the suggestions received from the Sanitary Commissioner for wells at Munambam and Puthenchira will be considered. The sinking of a well in Puthenchira pakuthi is under correspondence.

The Pullankulam tank at Parur will have to be kept up by the Municipality.

MEMBER : But, the Municipality has no funds.

DEWAN : The Municipality has applied for a loan, and the matter is under correspondence. I think we are awaiting the reply of the Council.

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The improvements to the Parur jetty are being attended to.

When floods come to the Parur taluk, Government have always been ready to give them grants and to help the people otherwise as far as possible. It does not seem necessary to have any special reserve fund as proposed by you.

130. Needs of the Devicolam taluk.

MR. H. O. L. MARIKAR (*Devicolam taluk*) said that the canal leading to the Marayur village was in a very bad condition and required urgent maintenance. The Government should attend to the maintenance.

The diversion of the Kattumalai water to Marayur would afford the greatest facilities of water-supply to the people there and therefore the work should be taken up without any delay.

The Talliar Right Bank channel should be maintained urgently so as to make the water available to all the ryots at all times of the year. The owners of lands benefited by the water from this channel have been paying water cess for a long time and the total amount paid would be much more than the initial outlay. This cess should therefore be stopped completely or at least reduced substantially.

Irrigation tanks should be constructed for the benefit of the Puthur, Karayur and Kizhantur villages. This work was an urgent necessity and it would add to the material welfare of the people and tend to increase the Government revenue.

The grouping of Devicolam and Minachil taluks into one constituency for elections to the Legislative Council and of Peermade and Changanachery into another was not happy. The Devicolam and Peermade taluks were forest areas and dissimilar in physical features with the other taluks. The hilly taluks were ignored even at the time of election because the candidates could manage to be returned without canvassing for votes in those taluks. These candidates could not therefore be expected to take any interest in those taluks even after election. Practically therefore these two taluks were not represented in the Council. These taluks should therefore be grouped into one constituency.

The Anjanad village was inhabited by a large number of agriculturists who were leading their livelihood by raising such crops as wheat rice and garlic. But they were isolated and uncared for. There was no school. The place was unhealthy and feverish and the medical aid rendered was inadequate. The medical officer posted there, was very often sent to Devicolam on relief duty and his services at these times were not available to the people of Marayur. There was no source of water-supply and bad water was one of the causes of malarial fever prevalent there. The member requested that a committee of officials and non-officials be appointed to enquire into and report on the general and economic condition of the people of Anjanad.

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